

SECTION 2

H. P. FUEL PUMPS

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Note.—A list of contents appears at the beginning of each chapter

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Preface to Section 2

HIGH PRESSURE FUEL PUMPS

Comparison of Basic Types

1. The following information is supplied to enable the operator to understand the type numbering system adopted for these pumps, and to differentiate between the various marks covered in this Section.

A			8mm.
B			11mm.
C			14mm.
D			17mm.
D Mk.3 (Double)			18½mm.

2. The type number is comprised of prefix letters, numbers and a suffix letter; type G.C.207/17N for example, is explained as follows

(1) The prefix letter 'G' indicates governor control.

(2) The second letter 'C' indicates the pump size, this being determined by the piston diameter :—

(3) The number and letter following the oblique stroke indicate the installation and calibration codes. The installation code number is not quoted in the table as this is a design feature and is not affected by any servicing operation. The calibration codes will be found in the form of an appendix at the end of the chapter, there being a separate appendix for each code letter.

3. In the following tables those types bracketed together form a dual pump installation.

G.C. Series—Ball Bearing Camplate Type

Type No.	Engine	Design features
G.C.12	Derwent 5	Standard ball bearing camplate type
G.C.14 } G.C.21 }	Nene 3	As G.C.12 but with dual pump fittings and no-flow stop
	Nene 3	As G.C.12 but with solenoid valve and no-flow stop
G.C.15 } G.C.16 }	Goblin 3	As G.C. 12 but with solenoid valve, non-return valve and no-flow stop
	Goblin 3	As G.C.12 but without solenoid valve; no-flow stop and trunnion bleed added, inhibiting valve in diaphragm cover
G.C.25	Python	As G.C.12 but with weaker rocker lever spring, one bleed point only on diaphragm cover
G.C.26	Ghost 3	As G.C.12 but with Rotax type solenoid alongside unit, non-return valve, no-flow stop, oil seal drain, and remote bleed connection ; inhibiting valve in diaphragm cover
G.C.27	Ghost 3	As G.C.12 and fittings as G.C.26 without solenoid valve
G.C.28	Ghost 3	As G.C.12 and fittings as G.C.26 but with Rotax type solenoid at right angles to the end of control piston cylinder.

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G.C. 200 Series—Slipper pad types

Type No.	Engine	Design features
G.C.204 } G.C.205 }	Nene 3 Nene 3	As G.C.14 As G.C.21
G.C.207 } G.C.208 }	Ghost 3 Ghost 3	As G.C.27 As G.C.26
G.C.209 } G.C.210 }	Goblin 3 Goblin 3	As G.C.15 As G.C.16
G.C.215	Derwent 5 & 8	As G.C.12
G.C.219	Python	As G.C.25
G.C.222 } G.C.223 }	Nene 4 Nene 4	As G.C.204 with increased torsion diameter quill shaft and modified body to take acceleration control unit As G.C.205 with increased torsion diameter quill shaft
G.C.236 } G.C.237 }	Goblin 3 Goblin 3	As G.C.209 As G.C.210
G.C.240	Derwent 8	As G.C.215 but with body machining differences to take acceleration control unit

G.B. Series—Ball Bearing Camplate Type

G.B.2 } G.B.3 }	Avon 1 Avon 1	Standard ball bearing camplate type As G.B.2 with solenoid valve
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G.B. 200 Series—Slipper Pad Types

G.B.203 } G.B.204 }	Avon 1 Avon 1	As G.B.2 with slipper pads on pistons, auxiliary camplate, carbon face seal, carbon bearing in place of rotor bearing, and non-return valve As G.B.203 with solenoid valve
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